



THE TOKEN HUNTER

The official publication of the
National Utah Token Society
(N.U.T.S.)

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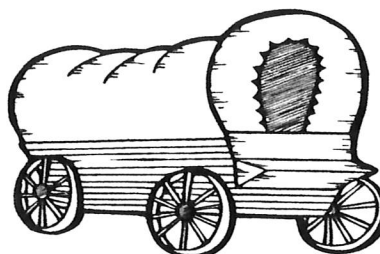


DEDICATED TO THE COLLECTING, RECORDING, AND
PRESERVING OF UTAH'S HISTORICAL MEDALS, TOKENS, COINS, AND BOTTLES.

* * * * * PRIZES * * * * *

PROMPTNESS PRIZE:

There is a free drawing for those who come to the meeting on time. Just sign the log book. Also, enter our monthly contest for more prizes, and a really nice grand prize.



AUG 2006
Vol. 26 No. 8



* * THIS MONTH'S * * MEETING



S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

* * MEETING LOCATION *

* It's time for our ANNUAL PICNIC.
* We'll meet at 6:30 pm at the yellow
* train, the "Janice L", located at
* 1200 West North Temple, SLG&W.
* (Just south of the State
* Fairgrounds, across the gravel to
* the railroad tracks.

Come Join US!!!

* * * * *



President's Message —

It is time for our annual picnic. We will be at the same place as last year - across from the fairgrounds on North Temple. Phil has everything lined up. There is air conditioning working making it cool. The club is furnishing drinks and the condiments. You will need to bring your own meat to grill, as well as your own utensils. We have some good prizes for the drawing and bring a story or joke to tell, as we have silver rounds as awards. Also, bring a side dish or desert to share. We want to start at 6:30 p. m. for grilling and social time. We won't have time or space for the find of the month, so save your finds for next month. I hope to see everyone there.

Thanks - Don Swain



* * * * * NEXT MONTH'S MEETING



S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

For September we have Kelly Finnegan coming to speak to us.

For October we are having Jeral Smith from J & J Metal Detectors coming to show us a few things.

COME JOIN US!!!

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JUST PONDER

I often wonder what this world would be like without librarians, historical societies, and archivists everywhere. I look at the amazing collection of microfilm boxes in the Marriott Library at the University of Utah, and think of the hundreds of thousands of pages copied onto film, so writers and researchers can "dig" into them with comparative ease. I think of those tens of thousand of documents and photographs in the Special Collections wings of the various University Libraries, and how those archivists had

worked so hard developing a finding guide for people like the authors of those special collections. The folks at the Utah State Historical Society - all anyone needs to do is to tell them what you're looking for and they usually can bring it right to you. And always with smiles on their faces. Their service is always prompt, courteous, and patient.

Those folks, of course, get paid for what they do. Lots of helpers do not get paid - they help because they know the effort is worthwhile.

Books are certainly important, but people are more important. Let us, as we "dig" into the past - respect those who



passed before us, and leave their clues, properties, etc., as we would like ours to be, when we pass on, and when we, the "diggers" are finished. Let us not take nonchalantly the work that makes our hobby easier for us. We owe them A LOT, and need to be grateful for the resources we have available before us.

We also cannot forget those who provide coin and token books, and other various guides. They have spent hours upon hours providing these references for our benefit. THANK YOU - We truly do appreciate your efforts.



THE LINCOLN HIGHWAY IN UTAH

(Continued from last month)

When the first wagon party to travel across Utah to northern California came down Bear River in 1841, its members faced the same question that confronted leaders of the newly created Lincoln Highway Association seventy-two years later. Squarely in their path was Great Salt Lake, the Great Basin's most distinctive geographical feature, a briny body seventy miles long and fifty wide, with mud and salt flats along its south shore that reached in places another forty miles or so. Which way should they go to get around it, they wondered, to the north or south?

The Bidwell-Bartleson party, thirty-two men and one woman, nineteen-year-old Nancy Kelsey, had left the Oregon Trail's emerging trace at Soda Springs to look for a way to California. They had "no guide, no compass, nothing but the sun to

guide them," said a member, but they fortunately took the firmer ground to circle the lake on the north. Not so lucky were the three hundred or so emigrants to California in 1846 that followed promoter Lansford W. Hastings from Fort Bridger over an alleged "shortcut" across the south end of the lake. They barely made the eighty-mile *journada* over the salt flats to the spring at Pilot Peak on today's Utah-Nevada border. The last to try it that year was the Donner Party, usually referred to as "ill-fated."

After that tragedy, most travelers through Salt Lake Valley avoided the southern route. Instead they went north from Utah's capital over the Salt Lake Cutoff that skirted the lake's north shore to join the California Trail in southern Idaho. But after U. S. Army Capt. James Simpson in 1859 explored a more direct route to Carson Valley, commercial interests moved fast to exploit the new avenue that ran far to the south of the Salt Desert.

A year later, eighteen-year-old Richard "Ras" Egan, son of Mormon plainsman Howard Egan, was the first to ride the seventy-five-mile leg of the Pony Express Trail west from Salt Lake City. Mail carrier George Chorpensing and the Overland Mail and Stage lines also followed portions of the central Utah-Nevada route.

The way west changed once more with the arrival of the steam locomotive. In 1868, Union Pacific engineers, like most emigrants and contrary to Brigham Young's wishes, decided to build the transcontinental railroad on high ground to the north rather than across the mud flats that stretched for miles to the south.



Bypassing Salt Lake City, the new rails followed Echo and Weber canyons to Ogden, then went north on the line of toady's Utah highway 83 to Promontory Summit and around the north shore of the lake. The joining of the rails at Promontory in 1869 bestowed on Ogden the title of "Junction City," a coveted distinction the new transportation center would not easily surrender, as Lincoln Highway leaders would later discover.

The coming of the automobile at the turn of the century found Utah, like the rest of the nation, unready for the new revolution. Roads made for wagons and horse-drawn carriages were unsuitable for the increasingly popular new form of transportation. As the need grew, Utah became a leader in road improvement. In 1909 newly elected Governor William Spry spearheaded creation of the state road commission.

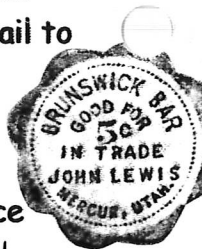
Elsewhere, about this time, entrepreneur Carl Fisher, founder of the Indianapolis Motor speedway, began to see in his mind a thoroughfare that ran across the continent in an unbroken line from New York to San Francisco. He called this vision the "Coast-to-Coast Rock Highway." In 1912 he unveiled it before automobile industry executives and invited them to help bring it to pass. They incorporated the Lincoln Highway Association in July 1913 and announced its purpose was to establish the nation's first transcontinental highway.

In a bid for support, association President Henry Joy a month later described the venture and the route it would take before the Western Governors' Conference, attended by Utah

Governor William Spry. Joy pointed out that the association's aim was to define and work to improve the chosen route, not build the highway itself. The support of the states would be needed, he made clear, and the western governors without exception endorsed the undertaking and its projected track.

Two weeks later, the association publicly announced the Lincoln Highway route through Utah. It was to enter from Evanston, go down historic Echo Canyon to its mouth on the line of the Mormon Trail, turn south through Coalville and Wanship, then follow Parley P, Pratt's old Golden Pass Road through Parley's Park and Canyon to Salt Lake City. From Utah's largest city the original 1913 route would run south of Great Salt Lake through Grantsville to Timpie at the north end of Skull Valley, then south up the valley, via Orr's Ranch, some sixty miles to the Pony Express and Stage route, and follow this historic trail to Fish springs, Callao, Ibapah, and Ely, Nevada.

Within two days, Governor Spry surprised association leaders with notice that he would not approve the announced route because it did not include Ogden City and Utah's northern Weber and Davis counties. Spry claimed to have understood at the meeting that it would do so, but no one recalled giving him that impression. Caught in the old struggle for dominance between Utah's largest cities, the governor gave the association no choice but to change its route and add unwanted mileage. From the mouth of Echo canyon, the new course went down Weber River through Henefer and Morgan to the mouth of Weber canyon, near Ogden, then south



through the Davis County towns of Layton, Farmington, and Bountiful to Utah's capital. But differences remained over the way the road would go after reaching either Salt Lake City or Ogden.

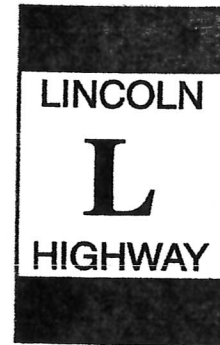
About this time, businessmen and politicians from the two cities met to reach a solution pleasing to both. By joint resolution they called for the new highway to run from Echo to Salt Lake, via Parley's Canyon, then go north to Ogden and around the north end of the lake. At this agreement, William D. Rishel, manager, Utah Automobile Club, drew himself up to his full six-feet-three inches. Said this early champion of Utah automobile travel: "I promise you there will be a direct route through Salt Lake City, and it will go south of Great Salt Lake and west by the way of Wendover." At this, Matthew Browning, director of Ogden's Browning Arms Company, jumped up. "As sure as my name is Matt Browning there will never be a route built south of the lake," he vowed. "Such a route will be built," Rishel fired back.

Heartened by Salt Lake support, the association in 1915 restored its first Parley's Canyon route and improved the road south of Great Salt Lake. But even as now-antique automobiles bounced over the 1913 route in Skull Valley and sank in Fish Springs mud, opposition came from another quarter, led by the influential Rishel and his Automobile Club. A decade-long fight already begun as early as September 1914 when Salt Lake businessmen and state officials resolved to back a road directly west across the salt flats to Wendover on the line of present I-80 and proposed to call it the Lincoln Highway.

The following January the state legislature voted \$30,000 for the route and work began in the spring.

More next month

Taken from "The Lincoln Highway: Utah, Volume 4", by Gregory M. Franzwa and Jesse G. Petersen.



NOTE:

One might wonder why we are discussing the "Lincoln Highway in Utah" - but wherever there were roads, that meant people - people from all across the country and across many continents, people with baggy pants, having picnics along side of the highway, and children rolling across the lawns and sides of the road, losing their "valuables". The very things we like to find, and that tell stories from the past. So, ponder all you may - as there are those that are one step ahead of you - out "looking for their treasures", while you sit "pondering" - where to look next! Happy Hunting! (Then there are just those of us that are "intrigued" with the past and all that was accomplished in previous times, and just enjoy reading about it.)



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